OPERATIONAL RISK MANAGEMENT - AIRCREW

DATE: _____ TIME: _____ SORTIE NUMBER: _____

A/C N NUMBER: _____ CAPFLIGHT NUMBER: _____

A/C TYPE: _____

_____ _____ _____ _____ Mission Symbol: _____
PIC Name Grade CAP ID Home Unit

MISSION NUMBER: _____

_____ _____ _____ _____ _____
Briefing Officer Grade CAP ID Home Unit Briefing Officer Signature

	Hazard Identification	Low	Pts	Moderate	Pts	High	Pts
			A – Human				
1	Flight Experience	>1000 Hrs PIC	0	250-1000 Hrs PIC	5	<250 Hrs PIC	10
2	Mission Experience	>100 Hrs Mission Time	0	50-100 Hrs Mission Time	5	<50 Hrs Mission Time	10
3	Recency/Currency (in Group, Per CAPR 60-1, Table 3-1)	>10 Hrs last 90 days	0	5-10 Hrs last 90 days	5	<5 Hrs last 90 days	10
4	Crew Complement	Second Pilot	0	Observer, Scanner, Passenger	5	Solo	10
5	Crew Rest	Rested	0	Some fatigue noted	5	Fatigued	R
6	Health	Good	0	Minor problems, no medication	5	Taking medications	R
7	Mission Complexity	Routine Tasks	0	Complex Tasks, no new technology	5	Complex task; new technology	10
			B – Machine				
1	Maintenance	Fully Operational	0	Squawks; Airworthy	5	Not Airworthy	NG
2	Avionics (VFR)	All Operational	0	Single Nav/Com	5	No Nav/Com	R
3	Avionics (IFR)	All Operational	0	Single Nav/Com	10	No Nav/Com	NG
4	Performance Factors	<5000 Ft. Density Alt.	0	5000-9000 Ft Density Alt	5	>9000 Ft Density Alt	10
			C – Environment				
1	Ceiling in Mission Area (VFR)	>3000 feet	0	1000-3000 feet	5	<1000 feet	R
2	Visibility in Mission Area (VFR)	>7 SM	0	3-7 SM	5	<3 SM	R
3	Pilot IFR rated and current	>1000 ft/3 SM Visibility	0	<1000 ft/3 SM Visibility	5	Approach minimums	10
4	Icing/Freezing Level	None Reported; FL above highest MSL alt.	0	Forecast icing at or below highest mission altitude	5	Known/reported Icing at or below highest alt	NG
5	Surface winds	<10 knots	0	10-20 knots	5	>20 knots	10
6	Winds aloft forecast at mission altitude	<10 knots	0	10-25 knots	5	>25 knots	10
7	Turbulence (reported at or below MSL alt.)	None reported; FL above	0	Light to moderate	5	Moderate to severe	R
8	Terrain	Low/undemanding	0	Medium/foothills	5	High/mountainous	10
9	Over water flights	Not over water	0	No portion of flight beyond gliding distance to land	5	Some portion of flight beyond gliding distance to land	10
10	Night, ambient light	Daylight	0	Dusk or good moonlight	5	Night, no moonlight	10
11	Mission Airfields	Familiar	0	Unfamiliar, no hazards	5	Unfamiliar/hazards	10

Sub-total _____ Sub-total _____

_____
Wing Commander/DO Signature

TOTAL POINTS: _____

TOTAL POINTS	RISK ASSESSMENT	FLIGHT RELEASE REQUIREMENTS
0-50	Low to moderate risk	FRO may authorize flight
Over 50 point or "R"	High risk	Must be approved by Wing Commander or DO
NG = No Go	Aircraft grounded	

_____
PIC Verification

Instructions, Explanations and Clarifications for INWGF 115

A-2 This line only needs to be completed for CAPR 60-3 Missions.

A-3 For the purposes of this form, this line refers to recency/currency in any aircraft make and model that qualifies under the aircraft grouping (Re: CAPR 60-1, table 3-1) that the pilot has received his Form 5 initial or annual check ride.

A-4 Crew Complement - Applicable to all flight categories, including AFROTC and CAP Cadets, who are considered passengers on orientation rides.

A-5 In addition to the subjective criteria listed herein, the pilot must adhere to the flight time and duty limitations set forth in CAPR 60-1, para 2-15.

A-6 It is incumbent on all pilots to thoroughly complete and evaluate their personal health according to FAA guidelines set forth in the FARs and the AIM. As part of this self evaluation, pilots are expected to complete the "I'M SAFE" personal checklist (Re: CAPR 60-1 Attachment 8).

A-7 "New Technology" refers to any avionics that may be required to be used by the pilot for the successful completion of the mission, such as GPS, LORAN, CAP FM radios, DF equipment, etc.

B-1 It shall be the responsibility of the PIC to familiarize him/herself with any outstanding squawks on the aircraft, and whether any outstanding squawks would affect the operation of the given mission (e.g. a burned out nav light would affect night operations only). This should be done when scheduling the aircraft for any given flight. During an actual or practice mission, such squawks shall be reported to, and received from, the appropriate dispatch and/or operations officer.

B-2&3 This information should be received in the form of a squawk from the aircraft manager prior to preflight. Should the PIC discover any unreported malfunction of avionics equipment during preflight, the PIC must contact the FRO prior to takeoff to amend the Form 115 information, as it is possible that the 50 point maximum could be exceeded for that flight.

B-4 The FAA requires pilots to become familiar with all aspects of a flight, including computing density altitude en route and at all airports of intended use.

C-5 Surface winds shall not exceed the demonstrated crosswind component of the aircraft, as specified in the Owner's Manual, for any operations into or out of any airports during the designated mission. The pilot's personal ability and recent experience in crosswinds should also be taken into consideration.

C-6&8 The pilot and FRO should consider the combination of forecast winds aloft and terrain. High forecast winds and mountainous terrain is a treacherous combination.

C-8 If the mission will be flown over terrain that is defined as "High/Mountainous", and the PIC has NOT graduated from a CAP or other officially sponsored and recognized Mountain Flying Clinic, the PIC/FRO should substitute 25 points (instead of 10).